Vol. XXIX No. 8,857.

THE INTERNATIONAL RACE.

IBY TRIBGRAPH TO THE TRIBUNE.1" LETTER FROM THE HARVARD CREW TO THE TIMES.

LONDON, Thursday, Aug. 26, 1869. The following letter has been sent to The Times, and will appear to-morrow:

since After it has been asserted for the last three weeks that the Harvard four are endeavoring to conform their style of rowing to that of the gentlemen they hope to meet on the river to-day, will you permit me to say, in advance of the contest, that the assertion is groundless. We believe our style to be exactly that adopted by us in each of our last three annual races against Yale. Our stroke oar is aware of no change; the men who follow the stroke are aware of none, nor has there been any variation in our method of training or instruction. It is said, also, that the Americans will row in an English boat; that is equally incorrect. They will row a boat built of Spanish cedar by an American builder, the frame of which are identical with those on which the boat we rowed last year was constructed. If we may we rowed last year was constructed. If we may judge by the stress laid on these matters in the English journals, they are deemed (as they appear to us) of some importance, and we ask leave to place ourselves right in respect to them, so that, whether we are to win or lose, the merit of our victory or the blame of our defeat may fall where it belongs. WILLIAM BLAIKIE, Secretary of the Harvard Club.

The crews have done little work to-day, both resting for to-morrow's struggle. The Harvard men finally decided not to leave the White House, as Loring dreaded the effect of a change of climate and

The referee question has been settled. Mr. Hughes remaining in that position, while Chitty consents to serve as umpire for Oxford, and Mr. Gulston of the London Rowing Club acts in the same capacity for Harvard. The choice is a good one. All the preliminaries have now been arranged, and the Harvard crew have carried all points upon which they insisted. To-day they look, perhaps, a little over-trained, on account of the intensely hot weather. There is every prospect of a clear day for the race and smooth water; the police arrangements are perfect, and every one is determined that there shall be a fair race and the best

IGHNERAL PRESS DISPATCH |

LONDON, Thursday, Aug. 26-Evening. The Harvard and Oxford crews have only practiced starts to-day. The Elliott boat, in which the Harvards have decided to row the match to-morrow, is 44 feet long, 21 inches wide at the widest part, and 8 inches deep; depth over all, 112 inches; depth forward, 7 inches, and depth aft, 61 inches. She was built on a draft and model brought from New-York, and is built of purely American construction, even her frame-work having been brought over with the crew. The cars to be used were made by Ayling. The following are the weights of the two crews as they stand to-day:

HARVARDS.-Pay (bow), 155 lbs.: Lyman, 155 lbs.; Simmons, 171 lbs.; Loring (stroke), 154 lbs.; Burnham (cox swalp), 119 lbs. wam, 112 los. Oxfonos—Darbishire (stroke), 150½ lbs.; Tinné, 180½ ox. Yarborough, 160½ lbs.; Willan (bow), 164 lbs.; Hali coaswain), 161 lbs.

Galston, Captain of the London Rowing Club, will be the umpire of the Harvards, and Chitty will probably act in that capacity for the Oxonians. Mr. Blaikie has been chosen starter, and Sir A. Paull will probably be agreed upon as judge. The Oxford men are confident of winning, but the Americans are hopeful. Simmons is again slightly

The Pall Mall Gazette, this evening, says if the Harvards are beaten, it will be by the best crew ever seen on the Thames-one which would make short work of the fastest Henley crew. There need be no fear but that the race will be rowed entirely

The Post to-day, in its comments on the coming boat race, expects the Oxford crew to win, but considers that their failure to do so will be no disgrace. thigh, while his upper arm is comparatively very small, The Harvards will have the fairest of fair play, and, measuring only 134 inches. His chest is 42 inches in girth, the best style must win. The excitement in regard to the race continues to grow, and the merits of the crews form the general topic of conversation. The arrangements to preserve order and keep the course clear are regarded with great satisfaction. The general feeling among the sporting reporters is that the race will be the most spirited and well contested. There is still a little betting at the odds of two to one

RECORD OF OXFORD.

Although the row boat has been invented almost as long as history has been written, and rowing matches entered into the sports of the most ancient nations, and formed subjects of praise for the oldest poets, the Universities of Oxford and Cambridge did not cross oars with one another till late in the present century. Thus Oxford passed nearly eight bundred years and Cambridge nearly six hundred before a trial of strength between the two was brought about. The following table shows the results of the races since 1860, when Cambridge won her

1860. Cambridge. Putney to Mortlake. 26m	Alengu
1861. Oxford Putney to Mortiake, 23th 278	484.
1862 Oxford Putney to Mortlake 24m. 40s	30%.
1803 Oxford Mortlake to Putney 23m. fis	428.
1864 Oxford Putuey to Mortlake 21m. 48s	238.
1865 Oxford Putney to Mortlake 21m. 23a	138.
1866. Oxford Putney to Mortlake 25m. 48s	158.
1867. Oxford Putney to Mortiake 22m. 39s	Hilligth
1868 Oxford Putney to Mortlake 20m	a rgth
1869 Oxford Pxtney to Mortlake 20m. 20s	5 Path
These races attract an amount of attention in	England

which we can hardly imagine. The Derby alone eclipses them. The papers give the most minute details of the crews, hoats, etc., for weeks before the race, describing even the precise "forms" of the men, praising their merits, and criticising their faults with unsympathizing plainness. The shop-windows are draped with the light blue of Oxford and the dark blue of Cambridge, and the coming race is thought no mean topic of discussion for every assemblage, from the chairs of the drawing-room to the seats of Parliament, and the race is witnessed by myriads of people, among whom are England's greatest and her best.

As the above table shows, Oxford has for nine years been victorious. Of course, various reasons are offered for this by both sides. The Cambridge crew practices on the Cam, while Oxford has the clearer and more open Isis, and it is claimed that Cambridge is obliged to adopt one atyle in training, and another when she comes on the Thames. However this may be, Oxford holds the flag. stamped with enough victories to give them an unde

miable right to the championship. RECORD OF HARVARD.

Boating in America has been the prerogative so to speak, of Harvard and Yale. Although a number of races have been rowed between the two Colleges, we find no such interest excited as attends the English contests, nor can we compare our regattas to theirs any more than we can the Saratoga races with the Derby. The Colleges, of course, are interested in their crews, as every day the fragine boat is launched, and day by day the men grow strong of arm and dark of skin. One or two journals may give them a half column of preliminary description, and that is all. Then the day of trial comes, and seen only by their classmates, the citizens of Worcester and neighborhood, and the delegates of the press, they win their laurels or suffer their defeat.

The following table shows the result of the races be-

een the two Colleges :	
Year. Winser. 1852—Harvard. La 1855—Harvard Con 1859—Yale We	ke Winnipsiogle. meeticul River, Springfield.
1960—Harvard	rcester. orcester.

1868-Harvard... Worcester. 1869-Harvard... Worcester. Buch then is the status of each crew in its own land. THE INTERNATIONAL CONTEST.

from Yale and Harvard combined, to cross the water, | 175 pounds. They are all Etonians, and, with the excepbut as the project was not approved by Wilbur Bacon, the Commodore of Yale's victorious '65 crew, the project was abandoned, and the only American crew which entered the lists was the St. John crew, the winner of the

Harvard, however, was anxious for a contest; and accordingly sent a challenge to Oxford last year for a race to be rowed on the river Ouse, at King's Lynn, without a oxswain. Oxford refused to row without this addition to the crew, and Harvard would not adopt it, so the challenge died away in a long correspondence. Harvard was not satisfied. She had won many races over Yale, but Oxford remained still to be conquered. Mr. Simmons captain of the crew which was victorious last July, thought that he could furnish two men worthy of an international crew. Every effort was made to get the co operation of Mr. Loring, who, it has been said, "exhibit the most brilliant record that has fallen to the lot of any American gentleman rower to be able to display." He persistently declined, and Mr. Simmons, obtaining a substitute, sent the following challenge:

CAMURIDGE, Mass., April 6, 1862.
To the President of the Oxford University Boat Club:

The undersigned, in behalf of the Harvard University Boat Club, hereby challenges the Oxford University Boat Club to row a race in outrigger boats from Putney to Mortlake, some time between the middle of August and the lat of September, 1969; each boat to carry four rowers and a conswain. The exact time of the ruce to be agreed upon at a meeting of the crews. This challenge to remain open for acceptance one week after date of reception. Wm. H. Simmons, Captain H. U. B. C. P. S .- A similar challenge has been to-day sent to Cambridge, and we

would like to have all three crows row in the same race. Would this be greeable to you? Wm. H. Simmons, Captain H. U. B. C. Almost the first intelligence we received of the chalenge was the news of its acceptance by Oxford, Harvard yielded everything, cut down her crew to four men, out in a coxswain, and chose a course with which Oxford was perfectly familiar. On these conditions was the challenge accepted. The challenge was not well received by Harvard at first, but when it was known that Mr. Loring had yielded, and would form part of the crew, all opposition died away, and the heartlest support was offered.

THE LONDON PRESS.

The London press at first was unanimous in finding fault with the American crew. They "get their oars too deep;" their stroke is "short;" the "catch of the water is slow, and the recovery sluggish;" they do not "strike the water at right angles." Such were the remarks penned at them daily. Of late the tone has changed. One paper discovers that "a point in favor of the Americans is that they are in such a state of high training of the best kind," and even The Times is obliged to "admire the business-like, unpretentious way in which they have settled down to work, carefully shunning opportunities of parade and publicity."

CAMBRIDGE DECLINES. The following is the declination of Cambridge:

DRAM Sin: I regret that, for the reasons I stated in my former we shall be unable to bring a representative crew to meet you in the proposed boat race. I am the more sorry since such an opportunity for promoting good feeling between our two Universities is thereby lost; out I do not feel justified under the existing circumstances in accepting

I must apologize for my tardy reply, but owing to my being away from Cambridge, your letter did not reach me till lately. I am. Sir, yours sincerely,

A. P. LORING, esq., Capt. H. U. P. C. Almost all English judges thought Cambridge would be third in the race, and it was natural for her to decline the risk of a double defeat when a victory over Harvard alone would not retrieve her previous losses. THE HARVARD CREW.

Notwithstanding the many differences of opinion which have prevailed among the English papers in regard to the American crew, on the question of their fine personal appearance there has been but one voice, pronouncing

them in this respect most creminere relicion	
their country. They are,	
1. Joseph S. Fay (bow)	pounds
2. F. O. Lyman	pounds
3. W. H. Simmons171	pounds
 A. P. Loring (stroke)	pounds
A Burnham (coxswam)	

Mr. Loring the stroke and captain of the crew is without exception the most experienced amateur boatman in this country, this being the ninth race which he has been engaged; in. From the day he fentered college he was a ender in boating matters; getting together and training the first Freshman class-crew which ever won in the college regatta, and being the first man ever taken into the college crew in his Freshman year. Having always used the present Harvard stroke, which makes much less use of the biceps muscles than any other known stroke, he has a magnificent development of back and loins and and is incumbered with very little muscle which would be useless in his style of rowing. Mr. Loring is 5 feet 115 inches in hight; lean and swarthy as an Arab, and his set mouth and ighttering eyes truly indicate a tremendous enthusiasm and an almost morbid tenacity of purpose.

Mr. Simmons is the strongest and largest man in the crew, and is, like Mr. Loring, a veteran at the oar, as the "International" will be his eighth race. He also has been trained from the first to the long stroke and quick ecover of Harvard. He is precisely the same hight as Loring, 5 ft. 111 inches, sandy hair, a brown freckled complexion; has a chest 45 inches in circumference, and a torso so grand that the Bostonians are talking of having it sculptured if we win the race. His straight broad back and mighty loins are corded and knotted with muscles like those of an ancient gladiator. Mr. Simmons is a native of Concord, and has been brought up in intimacy with the families of Hawthorne, Emerson, Alcott, and the others of that celebrated group of thinkers who have set such a decided stamp upon the philosophy of our times. It is to him that we are directly indebted for the Interational race, as the project met with great opposition at its inception, and would have been defeated but for his vigorous and decided measures.

Mr. Francis Ogden Lyman, who pulls three in the boat, is a symmetrical man of 23 years of age, stands 5 feet 11 inches high, has brown hair and moustache, and clearcut "thorough-bred" features; he has been a rowing man for the last two years; was stroke of the victorious Fresh. man boat a year ago, and stroke and captain of the crew which was triumphant this year at Worcester, and at the conclusion of that race was crowned with a wreath of laurels as a recognition of his great and efficient efforts.

Mr. Joseph Story Fay, the new bow, is a Boston man, and although he is a member of the Law School, and never pulled in a college race until this year at Worces' ter, he is an old oarsman, has distinguished himself in several single scull contests, and is considered in no way inferior to the best man in the boat. The International will be his minth race also. He is compactly and solidly built, very muscular, and enjoys the reputation of immense strength. Mr. Fay is brown-haired with fair complexion, is 5 feet 111 inches in hight, and 22 years

Mr. Burnham, the coxswain, is a lively little gentleman of 112 pounds weight. He is very shrewd and ener getic; has had at least as much experience of steering upon the Thames as his English compeer, and there is no doubt that during the race he will prove himself to have the Yankee capacity of "keeping his weather eye open."

The above is the crew which, in all probability, will go into the race to-day; but, in case of accidents, Messrs. Bass and Rice are equal in weight, hight, and practice, to the average of the crew, and stand ready to step in and fill any vacaucies.

It will be seen from these facts that the American boatmen have gone on no fool's errand to England, and that the change in the feelings of our English cousins from supercilious indifference to respectful admiration was thing to be expected. It is true, as has been urged on both sides of the water, that rowing is not a tradition with the American students, as it is with the English but it is also true that it has been made a practical reality and a subject of intense study and application to these present students for the last five years, and it is not probable that traditions will have much effect when pitted against pluck and practice. These Harvard gentlemen adopted four years ago a stroke of their own-an eminently common-sense stroke too—and they have practiced it so incessantly that their muscles have become developed to suit the system; three out of four of them have been under a constant system of mild training during the whole four years, and they have been continuously victorious. Such a crew as this has become, under all these favoring circumstances, though for various reasons it may not win the International race, still it cannot be contemned, naso adunco, by any other human crew, even though it be as strong and as skillful as the Oxford

crew undoubtedly is. THE OXFORD CREW.

By general consent, the four young carsmen selected to do battle for the old University on the banks of ter Horse Railroad Company, forbidding the transfer of the Isis are unusually good-the heat that Oxford has the deeds to the parties who "bid in" the property at arranged to come off on the Seine, and extended an invitation to the crews of this country and Canada. An surpost effort was then made to induce a nicked crew their average weight on the day of the race will be about the creek. The petitioners claim that it is not the intention of the buyers to run the cars, and ask for flucly developed frames, with abundance of muscle, and flucly developed frames, with abundance of muscle, and their average weight on the day of the race will be about the creek.

NEW-YORK, FRIDAY, AUGUST 27, 1869.

tion of Mr. Darbishire, the stroke, were, while at Eton members of the College Eight, and took part in the annual school regattas at Henley and Eton. They have further participated in the yearly contests between the various universities of Oxford, and all have been more or less in the winning boats during the last four races with Cambridge. To great physical strength the Oxford men unite also extraordinary skill and experience with the oar, and that buoyancy and confidence which spring from a long series of successes. The reliance placed upon them by their countrymen in the coming struggle is certainly well deserved. Whether victors or not, they are sure to row well. Unless some unexpected accident occurs, the names, weight, and positions of the Oxford crew will be as as follows:

So well have the crew been cared for that this arrange nent is not likely to be disturbed. Mr. S. Woodhouse of University College is, however, reserved as an extra Mr. Woodhouse is rather short in stature, weight about 154 pounds, and is an exellent oarsman. Like the others he has been in careful training, and if required vould doubtless do good service for Oxford.

Mr. F. Willan of Exeter College is undoubtedly the eading man of the four, and worthily occupies the head acts in his absence. of the boat. For four successive years he has rowed in the annual contests with Cambridge, and has contributed more than any other oarsman to the unparalleled victories that Oxford has achieved. His age is about 25 years, and in stature he is somewhat below the middle hight. He has the broad, rotund English type of countenance, and a strong, sturdy, well-knit frame, with muscles and sinews of iron. He has broad, massive shoulders, and well-developed, muscular arms. His complexion is dark, almost swarthy. He wears his back hair very short, and the beetling eye-brows which overhang his deep-set black eyes give him a stern, haughty, and rather forbidding look. His disposition, however, is the reverse of this, being genial, frank, and hearty, and if the Harvard boys prove the winners, no one will more heartily congratulate them than he. Mr. Willan is rather under the average weight, but is the most experienced member of the crew, and possesses a courage, determination, physical power, and endurance interior to none.

Mr. A. C. Yarborough, who pulls second oar, is a member of Lincoln, and has twice rowed in the winning boat against Cambridge. He weighs 169 pounds, is compactly formed, and has considerable reputation as an earsman In his motions he is prompt, determined, and active, and has a keen eye, and a strong will. His age is about 20.
As a rower he has on various occasions, other than between Putney and Mortlake, proved extremely efficient, and he is said to possess great staying power. In a severe finish, where pinck and stamina are both needed, Mr. Yarborough cannot be excelled by any of his col-

Mr. J. C. Tinnas of University College will occupy third position in the boat. He weighs but little short of 200 pounds-an unusual weight for a first-class oarsman. In appearance he is rather tall, and does not seem so powerful as the other members of the crew, yet he is vidently a strong, powerful man. He has rather a boyish looking face, his complexion is light, he wears no beard, and is not very particular in the cultivation of his ustache. As an oarsman he has had considerable experience, and has rowed three times in the matches with Cambridge. Mr. Tinne is also President of the Oxford Boat Club-a position he is well adapted to fill. As to his other qualities, he adds a concillatory, winning disposition and great tact in the management of men.

The important position of stroke will be filled by Mr. S. D. Darbishire of Balliol College. The chief requisites for this post are great coolness and steadiness, unerring judgment of pace and time, and unfaltering pluck. These Mr. Darbishire possesses in an eminent degree. In a hard place no one will be less sparing of himself than he, or do more to achieve success. If consummate skill, a clear, calm yet prompt judgment and large powers of endurance and self-denial to the stroke were all that were required for victory, Oxford might well plume herself upon her prospect of adding yet another to her many laurels. Mr. Darbishire, with his smooth or clean-shaven face, looks about 22 years of age, but is probably older. In stature, he is rather smaller than the others, unites experience with strength, and is a smart and vigorous stroke. Has rowed twice against Cam- | China, is projected.

Mr. J. H. Hall of Corpus Christi College, is coxswain. On the narrow, tortuous rivers of England this officer is | THE LONDON PRESS ON THE REJECTED TREATY. indispensable. Mr. Hall weighs 101 pounds, and is clearheaded, active, and intelligent. He has never steered in any of the great contests with Cambridge, but is well acquainted with every turn and winding of the river, and the peculiarities of the current, and is reputed to have had large experience as a coxswain in secondary re-

This analysis of the English crew shows what formidable competitors they must prove to our own oarsmen. They have been for several weeks in training under the udicious supervision of Mr. G. Morrison, and are expected to come to the starting-post in the highest condition. During the past Summer they were beaten by the Radician Club at Henly-on-Thames, and again by the London Club at Pangbourne, and narrowly escaped defeat, also, by the Etonians, but they were out of form at the time, and the results cannot be accepted as a safe

The Harvard men took with them a boat built by Elliott, and in this they made their first appearance on the Thames. It was very unfavorably commented on by the English judges, being found too long for the river course, and was rejected. They were, however, unwilling to use an English boat, and Mr. Einiott, who accompanied them across the water, at once began building another, taking the English length and using his old American model in other respects. He worked almost alone, using a room over the shop of an English boat builder, where he labored day and night. Thus the race will be, in reality, "America against England;" for neither in boat por in

training have the American crew followed an English model.

The course is from Putney to Mortlake on the Thames. It is known as the Metropolitan, or, more properly, as the Putney to Mortlake course, and nominally extends from Putney Bridge, across the Thames, about four miles west of London, to the ship at Mortlake, four miles and onethird up stream. The Thames at this point takes a wide curve, almost exactly in the shape of a horse-shoe, making the distance from Putney to Mortlake by land but little over two miles. Here, in former years. Cambridge defeated Oxford as often as the Spring came round, until the result changed, and the victories now belong wholly to Oxford. The bridge crosses the river just below the starting place, and a few yards above is an aqueduct, carried over iron piers. It is customary to order all steamers to make fast just above the aqueduct, but in former years this has not sufficed to keep the course clear, and we are now promised extra precautions. The time, be it what it may, can in no way be compared with that of the races on Lake Quinsigamond. for there is a swift current on the Thames, which will not only influence the speed of itself, but also the efficiency of the stroke.

It was at one time feared that the Harvard crew getting overtrained. There is little doubt that the race will be in every respect a fair trial of muscie, skill, and models.

THE COAL TROUBLES.

ACTION OF THE LEHIGH MINERS. MAUCH CHUNK, Penn., Aug. 26 .- The Mauch Chunk Gazette publishes an account of a meeting of miners in Hazelton, to-day, representing every colliery in the Lehigh regions. The object was to rearrange the per centage on the basis of, and modify the existing rules relative to, the allowance of coal to a car. The tone of the speakers was very moderate, and it is con-sidered certain that the meeting will decide to allow a full tun as a tun, whatever it may measure.

RESUMPTION OF WORK AT SCRANTON. SCRANTON, Penn., Aug. 26 .- The miners here have accepted the offer of the Delaware, Lackawanna and Western Railroad Company of an advanced rate of wages, and mining will be resumed on Monday. The new prices are about 47 per cent higher than those prevailing in May, when the strike began.

STREET RAILROAD PERPLEXITIES IN WORCES TER.

WORCESTER, Mass., Aug. 26 .- Another in-

FOREIGN NEWS.

EXECUTION OF CARLISTS.

Madrid, Thursday, Aug. 26, 1869. his Secretary, who were recently captured at the head of a Carlist band, have been sen tenced to death. Unsuccessful efforts were made by the wife and friends of Polo for clemency in his behalf. Several other Carlist prisoners have also been condemned to death. An official circular has been issued by the Government, thanking the volunteers and others for their efforts made toward the restoration of peace.

The Government, yielding to the pressure of solicitation from all parties, has commuted the death sentences of several Carlist clergymen; and there will probably be no more executions.

The answers received from six bishops in regard to the recent decree of the Regent, are unsatisfactory and defiant. No further steps will be taken against them until Gen. Prim returns. .

THE BISHOPS AND THE REGENT.

PERSONAL. Gen. Prim has gone to Vichy, and Admiral Topete

FRANCE. THE SENATUS CONSULTUM.

Paris, Thursday, Aug. 26, 1869. The Senate will commence the discussion of the Senatus Consultum on the first day of September. The report on the Senatus Consultum points to the results of the legislation of 1852, tranquillity, development of education and increased wealth, and says, "France is supported by 1,400,000 soldiers, ready to proceed forth to the frontier; she is respected by the great Powers of the earth, and she has passed from the dictator ship to complete liberty." The report concludes: "The generation of 1869 can improve upon that of 1852, should it consolidate the work undertaken.

THE AMNESTY. The Journal Officiel to-day states that the recent amnesty granted by the Emperor does not extend to those who have been convicted of an attempt to take the life of the Emperor or that of any other political person. The Empress and Prince were very brilliantly and enthusiastical ly received at

THE EMPRESS'S TOUR. The Empress and Prince Imperial have arrived at. Toulon. The Empress has abandoned her journey to Jerusalem. She will remain at Constantinople for a

GREAT BRITAIN.

CANADIAN INDEPENDENCE. LONDON, Thursday, Aug. 26, 1889. The Times, referring to the condition of " British

Colonies, says: "Canada is in all re ent, and she is fitted to become so. stitutions of a great power, ar it inquiry whether she might not as ate position.

THE ANNUAL TEAT The tea ship Agamemnon, from has arrived with the first carge of the

GREECE.

Paris, Thursday, Aug. 26, 1869. The mixed Commission of Greeks and Turks have decided that the Greek steamer Enosis, claimed by the Porte as a prize, for violation of neutrality during the late troubles in Candia, shall be delivered up to the Greek Government. The Porte has accepted

EAST INDIES.

NEW SUBMARINE TELEGRAPH. LONDON, Thursday, Aug. 26, 1869. A submarine telegraph from Rangoon, by way of Singapore to the Island of Java, and thence to

CHINA.

LONDON, Thursday, Aug. 26, 1869. The Star, in an article on the rejection of the Amercan treaty by China, shows that the treaty secured substantial advantages for the Chinese, while America disclaimed any interference with their internal administration. It cannot be supposed that the Pekin Government is dissatisfied with the convention. But that a weak Government should yield to the pressure of Minister Burlingame's enemies, who represent to it that the convention is at variance with the traditions of the country, is not surprising. It row remains to be seen whether Mr. Burlingame or Mr. Browne reflects the mind and purpose of President Grant. The Standard thinks that the Chinese, in refusing to indorse the agreement, show they are not animated by the impulses which Mr. Burlingame declared they possessed, and hopes their action will lead him to abandon functions which se-

cure neither honor for himself nor benefit for the

THE STORY NOT BELIEVED IN WASHINGTON. Washington, Aug. 26.-The English dispatch, by way of Hong Kong, announcing the rejection of the Burlingame Treaty with the United States by the Chinese Government, published today, is not believed here by the authorities. It is evidently made up in the interests of the English merchants at the treaty ports, who have all along been bitterly hostile to the new policy represented by the Burlingame Embassy. Every one of the English papers printed at Shanghai, Hong Kong, and other ports, has been systematic in its denunciation. The whole dispatch is regarded as a weak invention of the enemies of China and of the United States. Our late Minister, the Hon. J. Ross Browne, seems to have carried California prejudices with him. He is accompanied by men who would be sure to act contrary to the wise liberanty which characterized Mr. Burlingame's diplomatic course. The last clause of the Cable dispatch is deemed conclusive here as to its animus. There can be no doubt of the falsity of the charge that Mr. Burlingame is only accredited to "tributary" nations. The translations from the original instructions were made by such ripe Chinese scholars as the Hon. Wells Williams, Seretary of our embassy at Pekin, and by Prof. Martin, the translator into Chinese of Wheaton's International Law," and now of the new University established at the Chinese capital. Besides, both of Mr. Burlingame's secretaries are accomplished Chinese scholars. Mr. Brown, the chief Secretary of the Bur lingame mission, was a member of the English Embassy, and would not have allowed himself to be sent to his own Government as to a "tributary nation." No one here acquainted with these matters doubts the falsity of the dispatch. Mr. J. Ross Browne will not, it is now believed, have permission to return to Pekin.

THE CHARACTER OF CHINESE TELEGRAMS. The Paris Patrie of the 14th says: "According to a telegram, the Chinese authorities have informed Sir Rutherford Alcock that the Duke of Edinburgh could not be received by the royal family on an equality." We would ask how it is possible this statement could have been made, since there is now in China nothing but a simple Regency. It is not the young Emperor, scarcely afteen years of age, who represents the Chinese Government, but Prince Kung, Regent of the Empire. There could therefore, be no difference about rank between the son of Queen Victoria and the future Emperor of China, as the latter does not represent even his own Government.

china, as the latest costs of the character, sent erment.

"It is, however, by false news of this character, sent first by telegraph, but always contradicted when the mail brings journals and official documents, that the partisans of the old English policy in the East endeavor to deceive the public opinion of Europe. They would have it believed that the Chinese Government seeks by all means to estrange itself from the European Powers, and try to have it appear that the policy of conciliation and tryly international relations approved by the Cabinets of London and Washington is not that which the Chinese Government desires to follow."

PORTUGAL. THE NEW MINISTRY.

The Minister of the Interior, Duke de Loule, is allied to the royal family by his marriage to the grandaunt of the King. He has been many times President of the Privy Council, and is one of the great political personages of Portugal. Senhor Braamcamp, the Minister of Finance, is a peer of the realm, a member of the Privy Council, and was formerly Minister of the Interior. Senhor Mendes Leal, the Minister for Foreign Affairs,

has been Minister of the Navy. He is a journalist, a popular dramatist, and an orator. Senhor Luciano Castro, Minister of Justice, is also an influential journalist. Senhor Bebello da Sylva, Minister of the Navy, is considered the first orator in the Chambers, and is the author of many important works on the history of Portugal.

NEW-DOMINION.

THE GARRYOWEN CASE.

TORONTO, Canada, Aug. 26.-A judge in Chambers this morning rendered an important decision in the case of the parties charged with scuttling the Garryowen. The prisoners' counsel claimed that Canada Courts had do jurisdiction, the offense being committed in American waters. The Judge held that English Ad-mirality laws extended to Lake Eric, and the prisoners must be tried in Canadian courts.

WASHINGTON.

THE PRESIDENT CENSURED BY THE SOUTHERN CONSERVATIVES-HEAVY SEIZURES BY REV-ENUE OFFICERS-TRANSFERS OF SUPERVI-

IBY TELEGRAPH TO THE TRIBUNE]

WASHINGTON. Thursday, Aug. 26, 1869. The President has been severely censured by the Davis party in Texas for continuing Major-Gen. I. I. Reynolds n command of that Department, whom they assert is in full accord with the Hamilton wing, and expects to be sustained by it as a candidate for Senator. So the friends of Judge Dent charge that Gen. Ames is actuated by like motives in his partisan action in removing those officials in Mississippi who sympathize with the Conservative Republican movement in that State. The same ideas seem to prevail among the Walker party regarding Gen Canby's position on the test oath in Virginia, and they assert that the great Reconstructor has Senatorial aspira tions which will eclipse the Sharpe-Wells difficulty. not believed, however, that the President will be influenced to remove either of the commanders by any such rumors, and certainly not Gen. Reynolds, in whom the President reposes the utmost confidence, and is satisfied that no such thought has ever occurred to him.

The Commissioner of Internal Revenue received, today, no less than forty reports of seizures of goods by officers of the Internal Revenue, from persons trying to evade the revenue. The greatest number of these seizures was made in Virginia and North Carolina, and consisted of tobacco and whisky.

Supervisor Barbour of Michigan and Wisconsin has been transferred to the Southern District of Ohio. Supervisor Couklin of Louisiana and Arkansas has been tranferred to Michigan and Wisconsin, and Supervisor Young of Ohio has been transferred to Arkansas.

Secretary Bontwell is expected to return here about the middle of next week, and among the first of his official actions will be the awarding of the contract for furnishing stone for the new Post-Office at New-York bids for which were opened a few days since.

SECRETARY RAWLINS ATTACKED WITH HEMORRHAGE OF THE LUNGS—NAVAL MATTERS.
IGENERAL FIRES DISPATCH.

Secretary Rawlins arrived here last night from Danbury, Conn., and soon afterward he was attacked with a
severe hemorrhage of the lungs. He is very much prostrated this morning, and the doctor orders him to remain
in town and keep very quiet.

Dispatches have been received at the Navy Department from Rear-Admiral Radford of the European
Squadron, dated Aug. 7, at Naples. The flag-ship Frank
his was at Naples, but expected to sail on the 8th for
Trieste. The Plymouth sailed from Naples on the 6th for
Atthews, Smyrma, Tripoli, Messina, Palermo, and Mar
The United States steamer Larcaster, flag-ship of the SECRETARY RAWLINS ATTACKED WITH HEM-

The United States steamer Lancaster, flag-ship of the The United States steamer Lancaster, flag-ship of the South Atlantic Squadron, Rear Admiral Lamman commanding, which has been detained at Norfolk, Va., by a scarcity of scamen, was to-day placed in commission, and will leave in a few days for Brazil.

Secretary Robeson and Admiral Porter are expected at Washington in the last of next week.

Schator Carpenter of Wisconsin is in town to-day. He had an interview with Commissioner Delano this morning.

THE CHINA MISSION IMBROGLIO. To the Editor of The Tribune.

Sir: Yesterday, in giving an abstract of the letter of a Washington correspondent of The Evening Mail, about the Chinese mission, you, undoubtedly without the intention of misstatement, made it appear that J. Ross Browne, Posten of Arizona," and others who had gone to China to serve personal ends," had fallen into tne English interest, &c. No such charge was made by the letter referred to, but the reader was left to draw his own inferences. The writer of the abstract in The TRIBUNE probably drew the inference here alluded to, but for this settler the author of the letter por The Evening Mail was probably drew the interence here allowed the healther the author of the letter nor The Evening Mail was neither the author of the letter and The Mail expressed a desire that Mr. Brown might satisfactorily expressed a desire that Mr. Brown might be desired to the might be d plain circumstances so eas.ly capable of erroneous infe-nces. J. M. Bundy, Editor of The Evening Mail. New-York, Aug. 26, 1869.

THE INDIANS.

FIGHT BETWEEN THE BLACKFEET AND KOOL-

INAY TRIBES. SAN FRANCISCO, Aug. 26.-Northern advices report a fight between the Blackfeet and Koolinay Indians, on the Upper Columbia, in which 12 of the latter were killed and a large number wounded. Twelve miners, en route from Montana to Koolinay, were also killed by the Blackfeet Indians.

AFFAIRS IN NEW-MEXICO - FEARS OF AN OUT-BREAK.

CIMARREN, New-Mexico, Aug. 25 .- Of the 1,200 Utes and Apaches belonging to this agency, not more than 200 are here. Their absence causes anxiety among the settlers, from a fear that they are visiting among the settlers, from a rear that they are visiting other tribes non-friendly, to urge a consolidated resistance to the Government's placing them upon the reservation in San Juan County. They are known to be averse to going on the reservation. The former Indian Agent, Major E. B. Dennison, is auspended, and his place is filled by Capt. A. S. B. Keys of the 30th Infantry.

BALL AT LONG BRANCH.

LONG BRANCH, N. J., Aug. 26 .- The most fashionable ball of the season took place this evening at the Stetson House, and was given by the proprietor to his guests. At 10 o'clock the large dining-room was his guests. At 10 o'clock the large dining-room was thrown open, and the guests marched in. During the intermission a grand supper was served. After dancing until 3 o'clock the guests departed highly gratified with the manner in which the ball was conducted. Among the gentlemen who comprised the Committees were Attorney-Gen. Brewster of Pennsylvama, Messrs. Robert Campbell, W. M. Flices, J. Alexassis, Julian Morris, H. W. Allen, Win. Rider, Theo. Meyers, John Hoey, Jr., Henry Clews, N. R. Conner, W. F. Leech, C. Rochette, F. E. Howe, R. F. Stockton, H. Thompson, John Asheroft.

TWO MILES OF SNOW-SHEDS BURNED ON THE CENTRAL PACIFIC RAILROAD.

SAN FRANCISCO, Aug. 25 .- Two miles of snow-sheds, on the Central Pacific Railroad between Cisco and Summit, were burned last night. Considerable iron was badly bent, and a great number of ties burned. The Eastern and Western trains are delayed. A large force is at work clearing the track and repairing the road, which will be ready for the regular trains to morrow morning. The passengers, mails and baggage were transmorning. The passengers, mails and baggage were transferred across the break to-day, in wagons.

The damage to the Railway is greater than at first supposed. Trains will probably not pass the burnt district before Saturday. The fire was undoubtedly the work of an incendiary. A train was also delayed last night this side of Cisco by a bowlder weighing at least ten tuns, which rolled down the side of a mountain and lodged on the track. It was removed by blasting.

CONVENTION OF ITALIANS IN CHICAGO. CHICAGO, Aug. 26 .- The Italians of the United tates met in convention at 3 o'clock this afternoon The Convention is an adjourned session of the one held The Conventiou is an adjourned session of the one held in Philadelphia in July of last year. Among the delegates present are Cavalier De Casola, editor of the L'Ero d'Italia, New-York; L. Boni of Boston; A. Lagomansine of Philadelphia; A. B. Longhotte of Louisville; A. Carolto of St. Louis; Brichette of Cincinnati, and A. L. Gho of Chicago. New-Oricans, Memphis, and San Francisco will be represented by proxies. On Sunday a grand banquet will be given to the delegates.

THE BUFFALO INDUSTRIAL EXHIBITION. BUFFALO, Aug. 26 .- Horace Greeley has accepted an invitation to deliver the opening address before the International Industrial Exhibition, which takes place in this city on the 6th of October. The Delamater from Works of New York city have applied for permission to run the machinery by one of their patent steam en-

OLD MEN'S ASSOCIATION. PORTLAND, Me., Aug. 26 .- The aged citizens

of this city, of 65 years and over, have formed an associ ation, and will have an excursion on the 31st inst. At present it consists of 111 members, of whom the oldest is Henry Goddard, the well known author. Neal Dow and John Neal are among the members. Twelve are 80 and noward.

A RETIRED TELEGRAPH OFFICER. PITTSBURGH, Aug. 26.-Mr. T. B. A. David, for years past the Superintendent of the IVth District, Central Division, Western Union Telegraph, and for over 20 years connected with telegraphic work in the

THE CUBAN REVOLUTION.

RE-ENFORCEMENTS FROM SPAIN. MADRID, Aug. 26 .- Six thousand additional troops will be sent to reënforce the Spanish army in Cuba

within the coming two weeks. ENLISTING VOLUNTEERS-A HOME GUARD-RE-LEASE OF AN AMERICAN CITIZEN.

HAVANA, Aug. 26 .- A battalion of volunteers has been enlisted for active service in the field, composed of six companies of white and two companies of colored men. Volunteer regiments will be formed, to act as a reserve, and will take the place of the volunteers already enlisted when they go to the field. George Aab, an American, was lately arrested by the Spanish authorities at Cienfuegos, and released through the intercession of Consul-General Plumb. Mr. Aab sailed for Key West this afternoon. An attempt was made yesterday to rob the Savings Bank, but it was frustrated, and the robbers arrested in the act. A party of insurgents lately attacked the town of Bando, in the Central Department, but were repulsed.

COL. PALACIOS' ACCOUNT OF THE MASSACRE-MILITARY OPERATIONS-CONDITION OF THE SPANISH AUTHORITIES-THE FERNANDO PO ESCAPE.

HAVANA, Aug. 21.-I recently had an interview with Col. Palacios, who shot the Santiago de Cuba prisoners on their way to meet Count Valmaseda for trial. He has been ordered to Spain. The reason he gave Rodas for thus acting is that the prisoners endeavored to escape, but he frankly confessed to me that when the volunteers in the interior were made aware of the sensation caused in the States by Valmaseda's proclamation, and its condemnation there, they all agreed to make liberal offers to the rebels in future, and to execute secretly all who fell into their hands. In obedience to Rodas's orders, he says, the prisoners in jail are taken from one place to another estensibly for trial. The com-manding officer in whose custody they are reports an attack by some insurgent force, the escape of some of the prisoners, and the shooting of the rest for safety's sake. The prisoners in custody are in many instance reported as a body of highwaymen which have been dis posed of in an encounter. Hence the continued reports of engagements in all quarters, whereas it is well-known that military operations on the part of the Spaniards are at a stand on account of the condition of the roads and

The official dispatch of the Governor of Trinidad on the loss of a convoy from Jucaro to Ciego de Avila is as follows: "Col. Portal escorted the convoy with 280 men and was surprised at the Petagones estate by a body of insurgents 700 strong. Portal was killed, losing his con voy and men, with the exception of two, who are now here." The press report is that Portal, with 90 men, was attacked by 1,200. He was killed at the start. Some 20 of his men escaped, and the convoy proceeded under the custody of another detachment, which had been sent to reënforce Portal. They have been compelled to confess the disaster, because the news from insurgent sources had reached Havana six days previous, with such details as admitted no doubt. The Prensa says the intelligence was brought here by an insurgent, via Batabane. It looks at the rebel organization as very serious for the Spanish cause, and calls the attention of the Government

The official dispatches from Colon, Macagua, and Jaguey Grande, in the Western District, are as follows: 'A strong body of insurgents, divided into small detachments, have opened their work of destruction. At Colon 80 volunteers, who met the first body, have been assas sinated, with the exception of nine, who had much trouble to escape. Two mail carriers with Government dispatches have been captured. Prompt reënforce...ents are much needed to protect the wealth under our custody, the more so as Spaniards in our neighborhood begin to fear the weakness of the Government to protect them and may be compelled to join the rebels to save their property." On receipt of this all available men were

sont in that direction, say about 175.

The negroes off an estate of Pedraso, at Vuelta Abajo, have revolted, and the Cubans there keep secretly may turing their plan of insurrection for the first available opportunity.

From Cinco Villas we hear of the arrival of Goye neche at Villa Clara, after losing half the me he had taken with him. In his dispatch to Rodas, he urges the latter to send him a re enforcement of volunteers to protect the property of Spaniards. Valmaseda has not yet been able to move from his position. No news from Benegasi, and it is rumored that he has committed suicide. De Rodas has or dered the commander of Cinco Villas to maintain himself on the defensive. To the commander of Puerto Princip he says : " The evacuation of that place by our forces to day would be just as bad for us as its capture by the rebels. It would have such a weight with the Government at Washington in present circumstances, as would proba bly lead to immediate recognition of the rebels. I must therefore request you to stop the evacuation and main tain your position until further orders." He has been maneuvering all the week with conservative officers of the volunteer cor, sor the city, to induce them to go to the field. The commanders of all the battalions appeared anxious for the privilege of starting first, but when the matter became decisive, they backed out as I alread; had anticipated. Of course the party against the provisional government has worked much to call their atten tion to the trick of Rodas, and again succeeded in its pur pose. On the other hand the officers and soldiers of the regular army are very hostile toward the volunteers The enlistments for the two mobilized battalions has no progressed in the least and may be reported a failure. De Rodas took the cars of the Bay Railroad Company at i o'clock yesterday morning, on a visit to Matanzas, it company of Secretary Roberts and the guides of the Gen eral. Upon arrival of the Spanish mail boat bringing official report of the escape of the nineteen Fernando Pc prisoners, orders were issued for the confiscation of their property, and it has increased the excitement against the

provisional government and its representative here. THE SPANIARDS BROUGHT TO A STAND-MORE CONFISCATIONS.

HAVANA, Aug. 21.-Gen. Lesca has gone to Spain, and, if the reports in circulation are to be credited there is a good number of other officers who are exceed ingly anxious to leave the island. This feeling is largly shared by the soldiery. There is no money with which to pay the troops, and the disaffection is becoming very great. The Governor-General is now visiting Cardenas Matanzas, and other towns in the interior and on the coast. His reason for doing so at this time is said to be an apprehension that the volunteers will remove the governors of some of these towns as was lately the case at Matanzas. At present eight large men-of-war are here. They cannot go out cruising, because they are short of coal and can get none. It is estimated that the Government already owes the coal companies \$2,000,000, and it has been deter mined on their part to furnish no more coal, unless for money paid down. This will occasion considerable em

barrassment in the matter of naval operations. A "rising" is reported in the jurisdiction of the Candelarias, which is in the Vuelta Abajo Country, Western Department. The laborers on three sugar estates re volted, and were joined by other country people. The insurgents are in the Sierras, awaiting an expedition expected to arrive with guns and munitions of war. This, it is supposed, will land on the Northern coast.

The insurgents are making headway in the jurisdiction of Colon and in the colony of San Domingo. They have been, of late, burning up all the sugar estates in those regions, and the country is full of rebels. The Gaceta of yes terday contains a decree of the Governor-General with respect to balances of money and accounts current pertaining in any way to or growing out of transact tions connected with the Havana Railroad These accounts and balances are all declared null and of no effect after the 30th inst. The object is to confiscate the interests of certain rich rebels who have shares in the road. Alfonso Morales, Lemus, Aldama, and some others, have been suspended as directors in said road P. Montalvo y Romero, J. M. Moralas, Nicolas Gutierrez, Anto, Kessel, and Gen. Rafael Clavijo have been named directors, and the last mentioned Administrator-General

SPANISH ACCOUNT OF PORTAL'S DEFEAT. The Prensa of the 20th has the following : Our readers will remember that in our last semi-weekly review a reference was made to a report that a force of Spaniards had been defeated by the insurgents. In different journals this news has been published. Unfortunately the news is true, which is not extraordinary, inas much as we learn that there were only 90 Spaniards engaged, while the insurgents had 1,200 men, well posted, The Colonel of the Spaniards, Portal, was killed, and those of the troops who escaped did so by flight, leaving everything behind them. It is a disgrace to us, but such things will happen in this class of wars. West, has resigned his position to go into manufactur-ing business in this city. Mr. David was Superintend-ent of Military Telegraphs in the West during the war.